

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c. and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1906.  
Complete Edition ... \$10.00  
Small ... .. 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers

No. 15,085. 號五十八零千五萬一第 日八十二月六年二十三紀光 HONGKONG, FRIDAY, AUGUST 17th, 1906. 五拜禮 號七十月八年十零百九千一英英曆 PRICE, \$3 PER MONTH.

**JOHN COTTON'S**  
**FINEST SMOKING MIXTURE**  
Nos. 1 & 2.  
(MEDICAL.)  
Sole Importers:  
**A. S. WATSON & CO.,**  
**LIMITED.**  
CIGAR DEALERS & TOBACCONISTS.  
ESTABLISHED A.D. 1841.  
[a1180]  
**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.50 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 1st October, 1905. [a1223]

**PHOTO SUPPLIES.**  
CAMERAS of the very latest patent.  
EASTMAN'S KODAK AND FILMS.  
W. BUTCHER & SONS' CAMERAS and  
ACCESSORIES.  
**A. TACK & CO.,**  
25, DES VŒUX ROAD.  
FRESH STOCK of the best PLATES and  
PAPERS by every steamer. Prices very  
moderate on application  
**FURNITURE.**  
Hongkong, 28th May, 1906. [139]

**BOARD AND RESIDENCE**  
FIRST-CLASS BOARD & RESIDENCE  
AT  
"BRAESIDE."  
A LARGE AND COMMODIOUS  
RESIDENCE standing in its own  
grounds, with Tennis Courts, Good Dining and  
Reception Rooms, Large Airy and Well  
Furnished Bedrooms, every home comfort. Fine  
View of the Harbour. Terms moderate.  
Apply to—Mrs. P. W. WATTS,  
"Braeside," 20, Macdonnell Road  
(late of "Taung Yuen.")  
Hongkong, 27th June, 1905. [43]

**BOARD AND RESIDENCE.**  
**MRS. GILLANDERS**  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 20th September 1905. [673]

**CODE WORD: "DOCK."**  
A.J. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK No. 3.  
Extreme Length... 722 feet  
Length on Blocks... 714  
Width of Entrance on Top... 361  
Width of Entrance on Bottom... 383  
Water on Blocks at Spring Tide... 344  
DOCK No. 1.  
Extreme Length... 583 feet  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 74  
DOCK No. 2.  
Extreme Length... 571 feet  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22  
PATENT SLIP.  
Suitable for vessels up to 1,000  
TONS. THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.  
A LARGE STOCK of MATERIAL is  
always kept on hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear always ready  
for service.  
[1175]

**DENTAL SURGEON.**  
G. DE PERINDORGE.  
DIPLOMA: PARIS.  
LATEST IMPROVEMENTS, INCLUDING  
PORCELAIN FILLINGS.  
HOTEL MANSIONS,  
PEDDER STREET  
[a1518]

**HIRANO.**  
THE LEADING MINERAL WATER OF THE EAST.  
THE HIRANO MINERAL WATER CO., LD., KOBE.  
AGENTS: F. BLACKHEAD & CO. [1188]  
Hongkong, 16th August, 1905.

**FOR BATHING PARTIES.**  
APRICOT BRANDY.  
BLACKBERRY BRANDY.  
CHERRY BRANDY.  
CHERRY WHISKY.  
CHERRY GIN.  
SLOE GIN.  
PEPPERMINT.  
**CALDBECK, MACGREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS,  
15, QUEEN'S ROAD CENTRAL.  
Hongkong, 12th July, 1906. [a34]

**THE LAHMEYER ELECTRICAL CO., LD.**  
LONDON.  
THE  
**FELTEN & GUILLAUME-LAHMEYER WERKE**  
FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to **SIEMSEN & CO.,** SOLE AGENTS FOR CHINA. [46a]

**CUTLER, PALMER & CO.,**  
WINE & SPIRIT MERCHANTS,  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER & SONS' OLD HIGHLAND -	12.50
" C. P. & CO.'S SPECIAL BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
SHERRY, AMOROSO -	20.00
" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS. [51a]

**PEERLESS SCOTS WHISKIES**  
OF  
**HAIG & HAIG, LD.,** DISTILLERS SINCE 1679.  
3 Star, SPECIAL—The finest of all "P.G." WHISKIES at ... \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
[1137] **F. BLACKHEAD & Co.**

**LANE, CRAWFORD & CO.**  
TAILORING DEPARTMENT.  
WE ARE NOW SHOWING  
**SPECIAL LINES OF**  
**THIN TWEEDS & FLANNELS**  
**FOR EARLY AUTUMN WEAR**  
**PRICE \$35 THE SUIT.**  
**SEE WINDOW.**  
**LANE, CRAWFORD & CO.**  
Hongkong, 1st August, 1906. [a33]

**FOR SALE**  
BY  
**PUBLIC AUCTION,**  
ON  
**WEDNESDAY, 12th SEPTEMBER, 1906,**  
(Unless sold by private treaty).  
**THE SALVAGE STEAMER**  
"CITY OF BIRMINGHAM."

Complete with Five Centrifugal Pumps, Piping, Bends, India Rubber, Flexible Sections,  
Armoured, Phosphor Bronze Flexible Steam Piping. Two sets new Diving Gear by Messrs.  
Siebe, Gorman & Co. Tools, Blocks, Tackle, Wire and Hemp Ropes, and all necessary appli-  
ances for salvage work (all new).  
ALSO SPECIALLY FITTED AS A POWERFUL TOW-BOAT.

The "CITY OF BIRMINGHAM" has just completed the salvage of the s.s. "DUNBARON,"  
stranded to the North of Castries Bay, and is now lying at Nagasaki Dockyard, being  
thoroughly overhauled.

Classed 100 A1, Lloyd's.  
Length B.P. 140 feet 5 inches.  
Breadth 23 feet 5 inches.  
Depth of Hold, 10 feet.  
Tons Gross, 287.  
Tons net, 92.  
Dead weight, 290 Tons.  
Draft laden, 12 feet 10.  
Draft light, 10' 6" x 6' 6"  
Engines, Triple  
Horse-power: Nominal 64.  
Indicated 650.  
Cylinders diam. 13 in., 22 1/2 in. and 35 in.  
Cylinder stroke, 27 in.  
Boiler, One, 8 E. Tubular.  
Working Pressure, 180 lbs.  
Consumption per day 7 Tons.  
Average Speed, 11 knots.  
Capacity Bunker, 110 Tons.  
Water Ballast, 22 Tons.  
Steam Windlass, One.  
For further Particulars, apply to—  
**HOLME, RINGER & Co.,**  
NAGASAKI. [1549]  
8th August, 1906.

**W. BREWER & CO.**  
31 & 33, QUEEN'S ROAD.  
JUST RECEIVED. A LARGE STOCK OF CHESS AND  
NEW STOCK. LITERATURE, Games, Table of Prices.  
BEST QUALITY LEATHER BOUND LAWN BOWLS, BOXING GLOVES,  
BIBLES AND PRAYER BOOKS. COMPENDIUMS.  
TENNIS RACKETS, Doherty, E.G.M.  
SPECIAL DEMON AND OTHERS. THE PELICAN DRAWING INK, in a  
Tennis Balls by all the best makers. Variety of Colours: Absolutely Water-  
Proof.  
BASE BALLS, "The League": Base Ball THE NEW TYPHOON WARNER.  
Bats: Hockey Sticks: Indian Clubs, Complete in Frame, \$1.00  
Dumb Bells, &c.  
DE LA RUE'S PNEUMATIC PLAYING GREAT VARIETY NOTE PAPERS &  
CARDS, Bridge Markers, Whist Markers, ENVELOPES, WRITING PADS.  
Bezique Sets, Cribbage, Euchre, Piquet, Combination Paper and Envelopes &c.  
&c. [a32]

**JAPAN COALS.**  
**MITSUI BUSSAN KAISHA**  
**MITSUI & CO.**  
HEAD OFFICE—1, SUGITA-CHO, TOKYO.  
HONGKONG BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET  
OTHER BRANCHES  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Canton, Peking, Hankow, Harbin, Port Arthur, Seoul, Chemulpo, Yokohama, Kobe, Osaka,  
Nagoya, Otsu, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kobe, Sasebo, Matsuyama, Hiroshima, Fukuoka, Kyushu, Japan.  
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokami, Mamoda, Mannoura, Onoura Otani,  
Banshara Tsukakura, Yoshinokami, Yochio, Yanokibara, and other Coals.  
S. MINAMI, Manager, Hongkong  
[112]

**MACKIE'S**  
**WHITE HORSE CELLAR**  
THE UNRIVALLED SCOTCH WHISKY  
\$14.00 PER DOZEN.  
**LANE, CRAWFORD & CO.**  
SOLE AGENTS.  
[a165]

**DR. M. H. CHAUN.**  
THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905 [1653]

**SIEN TING.**  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905 [685]

## HOTELS

**HONGKONG HOTEL**  
FIRST-CLASS AND UP-TO-DATE.  
Pining accommodation for 300 Persons  
183 Bedrooms  
Elegantly Furnished Reception Rooms  
Private Bar and Billiard Rooms for Hotel  
Residents  
Hydraulic Lifts to each Floor  
Electric Lighting and Fans  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS  
[a40] **H. HAYNES, Manager.**

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER  
Hongkong, 24th July, 1905. [a1459]

**VICTORIA HOTEL.**  
SHAMEN—CANTON.  
On the British Concession.

**MACAO HOTEL.**  
MACAO, CHINA.  
In the Centre of the Praya Grande.

Both Hotels under experienced European  
Management.  
Every Comfort and Convenience for Resident  
and Tourists.

**WM. FARMER**  
Proprietor  
[a1187]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongkong*) daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
An Orchestra plays during Dinner on  
Saturdays.  
Cable Address—"BOA VISTA."  
For Terms, apply  
[a221] **THE MANAGER.**

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**  
IN LIQUIDATION.

TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. & 9.45 to  
11.15 p.m., every half hour.  
SUNDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.00 p.m. ... Every 15 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. & 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, Alexandra Buildings, Des Vœux  
Road Central.  
[a1187] **JOHN D. HUMPHREYS & SONS**  
Liquidators.  
Hongkong, 13th July, 1905 [769]

**報新外中港香**  
**CHUNG NGOI SAN PO**  
(Chinese Daily Press).  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best  
medium for Advertising among the  
Native Community.  
Established for nearly FIFTY YEARS  
Circulates largely throughout Southern China  
Indo-China, etc.  
Terms for Advertising (Translations free) can  
be obtained at the Office, 104, Des Vœux Road  
Central, Hongkong, 131, Fleet Street, London  
or from the different Agents.  
Documents translated from or into Classical  
or colloquial Chinese.



In each case his Worship imposed a fine of £10, the alternative being seven days' imprisonment.



## CHINA PORTS AND TRADE.

CANTON, TIENTSIN AND HANKOW.

STRUGGLE FOR FIRST PLACE.

CONSULS AND BRITISH ENTERPRISE.

In the course of his report on the trade of Tientsin for the years 1904-5 Mr. Consul-General Hopkins has some interesting observations to make, which we reproduce. "Since 1895," says Mr. Hopkins, "the position of Tientsin among the leading ports of China has undergone a radical change, and this change, as might be surmised, dates from the years 1900 and 1901, when Tientsin was engulfed in the whirlpool of the Boxer outbreak, the extent of the influence of which cannot yet be accurately gauged. Placing Shanghai in a class by itself, it will be found that a keen struggle for the second place has been maintained by Tientsin, Hankow and Canton. There are two phases in this struggle during the abnormal years referred to above. As regards the first phase, it may be gathered from the customs tables that Tientsin was ahead of its rivals in imports, far away behind in exports (not including re-exports), and in the total trade maintained a lead over Canton and approached closely to Hankow, which it even passed in 1900. Thanks to a very different story is told after 1901. Tientsin retained its superiority in its imports, Tientsin retained its superiority in that line over both Hankow and Canton, but the former went ahead on the total for 1902. In 1903, however, Hankow passed Tientsin in imports and in the total, while for the first time in the 10 years the total trade for Canton exceeded that of Tientsin. In 1904 the same occurred again, Tientsin increasing its lead considerably. The following are the figures for the three ports in 1904 and for Tientsin in 1905. The figures for Tientsin in both years include the trade of Chinwangtao.

	Imports.	Exports.	Total.
1904.	Tons.	Tons.	Tons.
Hankow	84,812,608	63,085,650	147,898,258
Canton	38,427,063	43,391,439	81,818,502
Tientsin	38,759,869	18,207,381	56,967,250
1905.			
Tientsin	104,591,670	17,773,818	122,365,488

Hankow, however, is Tientsin's antagonist in the struggle for existence, apart from that for supremacy. It is true that both ports supply and draw upon districts more or less their own, but there is a certain area common to both, and though it is perhaps too early to speculate on the possible result of the completion of the Peking-Hankow railway and though it cannot yet be stated for certain whether the effects of the Boxer outbreak are likely to be permanent, or even whether the alteration in the respective positions of the two ports is due to that outbreak, still it behooves the Tientsin merchant to baste himself and to seek out and remedy, if possible, the causes of the comparative retrogression of his port.

"The fact remains that the initial advantages of Hankow in being situated on a large and central waterway, the ramifications of which tap some of the richest districts of China, and at the point of convergence of the Peking-Hankow and the projected Canton-Hankow and Szechuan-Hankow railways, are immeasurably superior to any that can be credited to Tientsin. Moreover, Hankow has what Tientsin has not, an export trade that is not too hopelessly outweighed by its import trade, and in the re-export of the largest bulk of goods, and to quote the words of Mr. Jameson, Comm. Royal Attaché to His Majesty's Legation, 'Tientsin would do well not to forget that large markets possess large powers of attraction.' At the same time it cannot be denied that the vested interests in Tientsin are far greater than those in Hankow, and the business of the northern port is characterised by an energy and a push in which the river has been a constant ally."

Of late years it has been customary to make British Consular officers the scapegoats for the failure of British trade to keep pace with its foreign competitors, but a cursory inspection of the archives of any Consulate in China will show that the fault lies to a great extent with the inability or unwillingness of the British merchant at home to adapt himself to new conditions and with his general ignorance of the conditions of trade and life in so distant a country as China. It is interesting to examine the letters from merchants in the United Kingdom applying to a Consul to assist them in extending their business in his district. A brief preliminary study of Consular and other trade reports would make it abundantly clear that there was no man for their wars, or that there was a better market elsewhere in China. A glance at such letters received at His Majesty's Consulate-General, Tientsin, during 1905 will give an idea of what is meant. Three applications were received from makers of musical instruments who had heard of the proposed institution in China of military bands and wished their names brought to the notice of the authorities concerned. One application came from a manufacturer of power mill machinery, who also wished to be brought in touch with the Chinese Government. There are inquiries from a manufacturer of tools, of cork, of goods for electrical purposes, of iron and steel tubes, and of cream from a supplier of groceries and a contractor for dredging operations and of whom supply of dredging machinery, of all whom wished to learn whether there was any opening for them to utilise with a view to expanding their business. These applications are not reasonable and justified by statements in various trade reports and by the requirements of the port. In another class, however, should be placed the merchants and manufacturers who were to be king to Tientsin to increase their sales of diving apparatus, sanitary carboys, brakes for cycles, agricultural implements, pneumatic rubber balls, aseptic hospital furniture, or motor vehicles, of which the demand for some does not exist and for others is very small and supplied by the wholesale importers in Shanghai. One applicant wished to export China wood oil to Canada. A reference to the customs tables would have shown him that, so far from being exported from Tientsin, this article is imported. On the other hand, in 1904 the export from Shanghai was 204,674 cwt. and from Hankow was 55,233 cwt. Another writer wished to import ginseeng into Tientsin, having gathered vaguely that there was a demand for this article in China. So there is, but not in Tientsin, for in 1906 no more than 145 lbs. were imported, whereas during the same year in Hankow the import was 47,446 lbs., of which 20,545 lbs. were re-exported, and in Shanghai the net import was 212,822 lbs. Numerous suggestions have been made as to how this state of affairs might be remedied and the almost universal consensus of opinion to be gleaned from the reports of his Majesty's Consuls in China, is that the only method of pushing British manufactures by means of Chinese-speaking commercial travellers, with numerous samples of their goods and working models of their machinery. One might even take a leaf out of the book of the Viceroy of Chihli, who has already taken practical steps in helping the

trade of his district by the establishment of a commercial museum in which are exhibited specimens of every article made in the province and to each article is attached a ticket giving the address of the makers, the price, &c.

## WORK FOR SOLDIERS.

EMPIRE LABOUR BUREAU PROPOSED.

The Committee appointed last December to consider the question of the civil employment of ex-soldiers and sailors has issued its report. Sir Edward Ward, Permanent Under-Secretary of State for War, was the chairman of the Committee and other members were: Major-General Lord Chelmsford, Colonel W. Elliott, Paymaster-in-Chief C. E. Gifford, representing the Admiralty; Sir Frederick Harrison, general manager London and North-Western Railway; Sir George Livesey, chairman of the South Metropolitan Gas Company; Major General Mills, Director of Recruiting and Discharge; and Colonel Walsh, Chief Recruiting Staff Officer.

One of the greatest difficulties attending the recruiting for the two services, particularly the Army, has been the well-grounded fear of the best type of men that on getting their discharge they would be turned adrift into the world with little or no chance of earning a living. Sir Edward Ward and his colleagues on the Committee were set the task of solving this grave problem, and their main recommendations are as follows:

The formation of an association, with affiliated branches in counties and towns, to undertake all the work of employment now carried out by the War Office and the existing civil agencies, and to get into touch with employers of labour throughout the Empire.

The association to be supervised by a council consisting of civil representatives, employers of labour, including War Office and Admiralty officials and ex-soldiers and sailors.

Formation of local committees, presided over by the lord lieutenant in the case of a county, and by the mayor in the case of a town.

An annual grant from the Government of £12,000 from Army and £4,000 from Navy funds, also voluntary contributions.

An Employment Gazette to be published monthly by the central office.

The appointment of ex-soldiers and sailors in the various Government departments.

Every soldier to learn some description of technical work during his career.

Facilities for emigration.

Perhaps the most important of these eminently practical recommendations is the one that soldiers should be taught a trade. The Committee states that a sailor, by the variety of occupation lacking in the soldier, more readily obtains employment, and it is with a view of making the soldier more of a "handy man" that the suggestions are made.

Among the subjects which the Committee recommends should be taught are: Shorthand and typewriting, Business correspondence, Bookkeeping, Carpentry, Shoemaking and blacksmithing, Painting and decorating, Railway signalling, Saddlery, Slaughtering sheep and cattle, Telegraphy, Electrical wiring, Driving of motor vehicles, Farm work and ploughing, Driving and the care of horses and harness.

In regard to the cost of instruction and material the Committee suggests that a sum proportionate to the size of his command should be placed at the disposal of each general officer commanding a district.

Many of the subjects can be taught in the Army schools or in the barracks, and where this is not possible arrangements could be made with the technical institutes in the various cities and towns where soldiers are quartered. Endeavour should also be made, by means of periodical lectures at each military centre, to bring clearly before the men the possibilities of their future career.

It is further suggested that the inducements to the soldier to save money should be increased; that the advantages of membership of friendly societies should be brought to his notice, and that payments of pensions and reserve pay should be made at more frequent intervals.

The Committee lectures the State most severely for its apathy towards discharged soldiers, and states that the attitude with the commendable efforts made by private employers.

"Young men," the Committee state, "are induced to give to the service of the State those years of their life which, from the standpoint of a future career, are the most valuable. Only to find that, after having acquitted themselves to the full of their liability, they are turned adrift in their early manhood with but little help in regard to civil employment save that which is afforded by the benevolent operations of voluntary associations."

"The State and civilian employers of labour to not compare favourably in this matter. While in the one case an employee who has proved his value by good conduct and diligence may reasonably expect to continue in the same employment until his infirmities render him unfit for further work, in the other the State, having received from its soldiers and sailors good and diligent service during the best years of their lives, removes them from its employment on the completion of the contract, and leaves them to face unaided and un-equipped the competition of the labour market."

"It is the duty of the State to set the best example in the method of treating its servants and it seems to us essential that it should at once take steps to carry out such important recommendations and to place itself at least as favourable a footing as regards its employees as that of other employers."

We therefore most earnestly urge that definite instructions should be issued to the various departments that ex-soldiers and sailors are to be given a prior claim to employment in the various posts in the Government service for which their services may be suitable. We are persuaded that such preference given, as it is, by many employers of labour and public bodies, is all the more imperative on the part of the State.

We feel that by this means only can the State relieve itself of the moral obligation which is placed on it for those who have borne arms and endangered their lives in its service."

## FRENCH SPELLING.

The Commission appointed to propose measures for the simplification of French spelling has reported. It is suggested that the letter y shall be suppressed wherever it is pronounced as i, as in crystal; that a shall take the place of x in such plurals as chevrons; that the superfluous h shall be dropped in such words as retort and test; that the French for egg shall henceforth be œuf; that we shall write pain instead of pain, pain instead of pain, dicterne instead of dicterne, and exposition instead of exposition. The Academy, it is said, is not to be consulted, and the changes are to be made compulsory in all schools by Ministerial decree. Whether they will be adopted by men of letters, who are not less interested in the French language than the pedagogues, is another, and at present an open, question.

## LANDGRABBERS' CAMPAIGN.

LIVING BY "GADGING."

The Plaistow landgrabbers have drawn up a plan of campaign, whereby, as Councillor Cunningham, their leader, explained to an *Express* representative, it is hoped to keep the West Ham Town Council at bay for at least two or three years.

The only local way of ejecting the landgrabbers from the council's land, according to Councillor Cunningham, which they say they have taken, to obtain a mandamus of the High Court. But a mandamus would have to be served on each man, they declare, and as soon as it was served the men in residence would go out and a new set of men would go in, and so on, until the council was tired.

Meanwhile the men who had received mandamus would take possession of land elsewhere. "Possession is nine points of the law," added the king of the landgrabbers with a cheerful wink at the half dozen of barely unemployed who lay in a comfortable attitude of passive resistance on the grass door of the tent.

"Of course, we do not expect to make a living by digging; we can make more by gadging," Councillor Cunningham added, with a jerk of his thumb towards a cigar box with a slit in it.

"It is intended as an object lesson," he went on. "We want to get the people back on the land."

"This country could support a hundred million people if it were out of the Government's hands. We want to show the Government that they have got to put the people back on the land. The Japanese get a living out of the land. Why can't English people?"

Hundreds of people strolled round the "camp," which is not far from Upton Park Station, but few contributed to the funds. The total of Saturday and Sunday up to tea time was £4, including 5d. which the Rev. Mr. Varney, of St. James's, Canning Town, collected, chiefly in copper.

Each of the men who began on Friday was allotted 2s. 4d., and the nine who joined on Saturday 2s. 2d., which left very little in hand. But the chief of the cigarbox was enough to attract other "unemployed," who, however, met with a strong refusal of work.

The landgrabbers have one point in common with ordinary society; they rigidly observe Sunday as a day of rest. The spade stood piled, and no man so much as thought of picking one up. The only work permitted was "gadging." A man stood at each end of the field with a cigarbox, and "gadged" from people as they entered.

But there was no unreasonable objection to other people working and Mr. Jones, a local barber, who arrived with a boy, a razor and some soap, was allowed to shave the landgrabbers. They got what water they want for nothing from the people who live round the field, which is enclosed on two sides by houses.

Mr. A. Bethwell, Mayor of West Ham, has written to Councillor Cunningham protesting "strongly against the illegal act which has been committed."

The rector of Holy Trinity, Halmes, has made an offer to the unemployed who have grabbed his land at Levenshulme. He is willing to place a portion of his unoccupied land, free of charge and for a limited period, at the disposal of a committee for the purpose of testing the ability of urban unemployed to do profitable agricultural work.

This offer is conditional on the observance of two stipulations—that there are no more unlawful seizures, and that no demonstrations are held in connection with the offer.

At a meeting of the Irish Evicted Tenants' Association in Cork, Mr. Dorgan, one of the district councillors, referred to the unemployed of London and Manchester, taking possession of uncultivated lands.

"There is a lot of idle land in Ireland," he said. "Why should not the evicted tenants take possession of it?"

## GERMANY'S ADVANCE.

In the *Forthnightly Review* Dr. Louis Ellkind describes the tremendous strides Germany has made within recent years in the spheres of commerce and industry, and examines the causes which have contributed to this result. "If I were asked," he says "to say what has contributed most to Germany's progress I should unhesitatingly mention the development of patriotism in its best sense in the individual, and, though this historic fact cannot be proved by the usual methods of the statistician, we know beyond doubt that the nation has come to work together as a firm and united organisation."

Then there is education, and it is interesting to note his conclusions on this point. "There can no longer be any doubt that Germany's industrial advance is mainly due to the extent to which she has adopted technical education, and to the thoroughness with which she has adopted it. Briefly stated, the secret of the pronounced success of the technical colleges in the Fatherland lies in the fact that they have kept pace with the ever-increasing scope of all branches of science in general, and to the same extent, with the ever-increasing demands of the present-day industrial enterprises upon scientific investigation and research. And, in addition, the number of the subjects and sciences taught is constantly being added to, whilst, on the other hand, the harmonious blending of the practical with the theoretical has greatly furthered the development of the scientific spirit in all its essential details."

Another important cause is the great pains taken to master foreign languages. "German firms are competing strongly with British firms in markets which, at one time, were almost entirely in the hands of British merchants, and this is not surprising, for the British representative, as a rule, has little or no knowledge of the language of the country in which he travels for orders, whilst the German is able to speak fluently. It is extraordinary that British firms should continue to send abroad representatives who can speak no other language but their own."

Efficiency of method is not the least of the most contributory factors. "It is thoroughness which, perhaps more than anything else, Germans have to thank for their present happy state of abounding prosperity. It has enabled Germany to overcome one crisis after another in commerce and finance, inasmuch as it helps to the discovery of where the weakness lies. Economists teach that small concerns cannot exist side by side with large ones when in competition, but this is disproved in the case of German enterprise. The small firms flourish almost equally with the large ones; like the great trusts, they are able, when they wish, to sell cheaply in foreign markets. Both employ the same methods. This partly explains how it is that, though there has been a concentration of wealth and of enterprise in the hands of a limited number of people, a vast amount of money has been distributed more or less evenly into the hands of the population of the country as a whole."

## A JOURNEY ACROSS CHINA.

The *Ceylon Observer* says:—Mr. R. F. Johnston, who arrived by the *Bibby* steamer *St. John's* yesterday (25 ult.) from Rangoon, is the late Secretary to the Government at Weihaiwei. He is, we learn from the *Colonial Office List*, an M.A. of Magdalen College, Oxford, where he graduated in 1901; and prior to that he had a distinguished academic career at Edinburgh University. Mr. Johnston was for a time R. E. Sir Henry Blakeney's Private Secretary at Hongkong and has also acted as Assistant Colonial Secretary and Attorney-General in that Colony. He very recently completed a remarkable journey across China, and when seen by a representative of this paper at Queen's House today, he appeared none the worse for his prolonged sojourn in the wilds. Mr. Johnston is a young man—not much over 25, we should think—and speaks modestly of his achievement, which in the later stages of any life was over the same difficult country as that followed by Margary, Gill, McCarthy, Secheny, Walker, Errol Gray, Prince Henry of Orleans and other celebrated travellers. Mr. Johnston left Weihaiwei on the 16th January. From Hankow he proceeded up the Yangtze into the Province of Szechuan and down to Taichien in Western Szechuan. From here he proceeded down the valley of the Yangtze river, a large tributary of the Yangtze and crossed the province of Hunan and reached Tai-fu. From here he entered Burma, arriving at Bhamo on June 15th. Mr. Johnston found everything quiet throughout. He travelled alone with ordinary caravan people—Chinese at first and later on Tibetans settled in Chinese Tibet which he picked up at various stages in his journey. The country through which he passed, especially that between Taichien and Tai-fu, was (according to him) mostly inhabited by Tibetans. Very few Europeans have ever been there before, and naturally Mr. Johnston was regarded with some curiosity. The country, although Chinese territory, is Tibetan in every respect—people, language, and customs. Mr. Johnston does not think the country has any great future before it. It is too remote and inaccessible. Some of the passes he had to cross were 17,000 ft. high, several thousand feet over the eternal snow line—in these places it was exceedingly cold. Mr. Johnston, however, assured our reporter he felt none the worse for his journey. He had enjoyed it immensely and would readily repeat the trip again. Since June 15th Mr. Johnston has been travelling in Burma and the North Shan States and for a few days was the guest of the Lieut. Governor Sir Herbert Thirkell White, at Mandalay. He had hoped to go back to Burma before returning to the Far East, but on news he has received here he has to return direct to Weihaiwei from Colombo.

## MANGOHEADS OF INDIA.

For a number of years India has had her quota of Microcephalus—that strange and unfamiliar subdivision of the human race, they are called Mangoheads, after an odd tropical fruit the size of a large pear. Although I have travelled (writes "Reja Varma" in the *Standard*) the length and breadth of India I have not seen more curious and interesting people than these Mangoheads. So far as I know there are only a few in existence. It was in South India that I saw four of them with an old Hindu. They looked like ordinary humans, except from the jaw upwards, which tapered to a point on the head. They were dwarfish in stature, and their heads were about four inches in circumference. Unlike the docile Ahoms found in a temple a few miles off Shillong in Assam, the Mangoheads had their own characteristics and temperaments, and shunned all religious worship.

The Ahoms are a very low order of human beings, dwarfish of stature, and possessing strength of the ape. Their arms are abnormally long, while the tail is that of perfect development. The feet are shaped along the lines of the ape, the toes being prehensile. Four of these Ahoms were found at worship within the temple called after their name from the Sanskrit, meaning, without an equal. The Ahoms have a dialect language which the priest of the temple and the Ahoms could not understand. They have intellect, but infinitely inferior to that of the average human.

The Mangoheads, on the contrary, though in no way resembling the Ahoms physically, are inferior to them in intellect. They are devoid of articulate speech, a grunt in the minor key being the only sound to which they give expression. The old Hindu rigidly refused from divulging any particulars as to their general appearance, and to his answer to my several questions, and "Bakheesh," was that they were left in his charge.

The four Mangoheads, I said, had their own characteristics and temperaments. The eldest was a woman of twenty years, about four feet high. She had a splendid physique, perfectly symmetrical up to her shoulders. She was clad like the average Hindu of her sex. Her twenty head of hair betrayed the weakest point of her anatomy. She maintained a passive indifference to all that took place around her, and, like the Vedas of Ceylon, would not laugh, in spite of all my efforts to make her do so. The other three were males, in breechcloths. Of these, the biggest was less than four feet. He was less self-possessed than the woman; to me he appeared like a frightened child. The younger two were about sixteen and eighteen years old. Of the four Mangoheads, the youngest was the only one who smiled, and sometimes laughed aloud. He smiles often without a cause. He had bright colour, and it is noticed by one with a bright red cloth that cloth was seen rent in two.

Once the two youths quarrelled. How it originated no one knew; but they settled it by butting their heads like rams. I have seen these two elude and bite each other like tigers. Should blood come, from a scratch or a bite, the sufferer would watch the trickling with vacant curiosity, unconscious of all his surroundings. These two were unmanageable at home, and they were therefore kept in chains.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 16th at 11.40 a.m.—The barometer has fallen moderately over Japan owing to the depression, which appears to be moving into N. Korea.

The highest pressure is over the N. part of the China Sea. It has decreased slightly over S. China, the normal, however, being still exceeded by about 0.1 inch over that area and Formosa.

Gradients continue gentle over the China Sea, where light variable winds may be expected.

Thunderstorm rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK £3-12-6d. \$38.00

4 CARTRIDGE (25-15-0d.) \$40.00

## LONG, HING &amp; CO.

No. 17, QUEEN'S ROAD.

## THE CHAMPAGNE

OF THE TWENTIETH CENTURY.

MOET &amp; CHANDON.

- DRY IMPERIAL.

GOLD FOIL.

PER CASE 12 BOTTLES \$57.00

341 \$60.00

SOLE AGENTS:

H. PRICE &amp; CO.

WINE MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

BRYAN ON BRITISH RULE.

THE

ROBINSON PIANO

CO., LTD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS.

AND

EVERY DESCRIPTION

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL.

HONGKONG.

Hongkong, 20th July, 1906.

1116

their industries to the supposed advancement of another nation's trade, is as indefensible upon economic and political grounds as upon moral grounds.

If agriculture were protected and encouraged, the native industries built up and diversified, England's commerce with India would be greater, for prosperous people would buy more than can be sold in India to-day when so many of her sons and daughters are like walking shadows.

Mr. Bryan concludes in the American style of oratory so popular with the politicians of the interior:—

Let no one cite India as an argument in defence of colonialism. On the Ganges and the Indus the British, in spite of his many noble qualities, and his large contributions to the world's advancement, has demonstrated, as many have before, man's inability to exercise with wisdom and justice irresponsible power over helpless people. He has conferred some benefits upon India, but he has extorted a tremendous price for them.

Englishmen will regret that Mr. Bryan has taken upon himself the mantle of Padghe, M.P., and allowed himself to sit in judgment on a highly complicated and difficult system of government with obviously more surface knowledge.

## "TEETOTAL DRINKS."

TEMPERANCE VERBOSITIES THAT CONTAIN

The annual report of the principal chemist in the Government laboratory, issued last month, contains some instructive information regarding various foods and drinks imported into and made in this country.

The report serves to show that on the whole the food supply of the country which comes under the Government analysis is pure, but a warning is issued in reference to butter and so-called temperance drinks.

Nine hundred and twenty-four samples of the latter were examined, and no fewer than 349 were found to contain spirit in excess of the legal limit. Of these, fifty-eight contained 3 per cent., thirty-five 4 per cent., and eight 6 per cent. or more of proof spirit.

Beer, wine, and coffee were in the main pure, the report states; but of the 2,917 samples of tea (valued 259) were reported against on account of the presence of foreign substances. Twenty-five were unfit for human consumption.

A large increase occurred in the number of samples of fruit juices examined for spirit. This was due largely to the importation of grape juice, ninety-six samples of which were found to contain spirit, and were charged duty accordingly. The total number of samples of fruit juices examined was 634.

There were 1,875 samples of imported butter examined. Nine hundred and thirty-seven, or 50 per cent., contained boron preservative, and 4.7 per cent. contained colouring matter. The report says: "There is good reason to believe that a notable amount of butter adulteration takes place in this country."

Doing with miscellaneous articles, the report points out that the "practice of filling" chocolate sweets with a strongly alcoholic liquor appears to have been almost entirely abandoned.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and not to the Editor. Only supplied for Cash.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

**E. H. R.**  
EVENING CONTINUATION CLASSES.

**EVENING CLASSES** for Instruction in Commercial, Engineering and Science Subjects will be held at QUEEN'S COLLEGE, commencing WEDNESDAY, 3rd October. Particulars and Prospectus may be obtained on application to the undersigned or at the REGISTRAR GENERAL'S OFFICE.  
**W. H. WILLIAMS.**  
Organizing Secretary.  
Hongkong, 17th August, 1906. [1590]

## NOTICE.

**TO-MORROW (SATURDAY), the 18th August,** being the BIRTHDAY of His Imperial and Royal Apostolic Majesty FRANCIS JOSEPH I, Emperor of Austria, and King of Hungary, Mr. DE SZENTIVAY DE DARVARTO, Acting Consul for Austria-Hungary, will be pleased to welcome at the 1, and 11, Connaught, Prince's Building, 100 House Street, between 10 and 11.30, the Members of the Anglo-Hungarian Community, as well as the British Officials or other personalities who may wish to call on this occasion.  
Hongkong, 17th August, 1906. [1591]

## RAILROAD HELP WANTED.

**BY THE KWANG TUNG MERCHANTS' ASSOCIATION** OF THE YUET HAN RAILWAY CO., LTD. in the Kwang Tung Section, CHINESE CIVIL ENGINEERS or ENGINEERS IN STUDENTS, having Experience in Railroad Preliminary, Location and Construction. Must be capable of handling any kind of railroad instruments on field work.  
Address applications, giving training, references, experience and samples of work, to—  
**H. F. CHANG.**  
President of the Kwang Tung Merchants' Association of the Yuet Han Railway Co., Ltd., Canton.  
Canton, 15th August, 1906. [1592]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
"HAIYAN,"  
Captain J. S. Beach, will be dispatched for the above Ports TO-DAY, the 17th inst., at 10 a.m. instead of as previously advertised.  
For Freight or Passage, apply to  
**DOUGLAS LARRAIK & CO.,**  
General Managers.  
Hongkong, 16th August, 1906. [1589]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship**

"LAISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 9 a.m. the 18th inst., will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 16th August, 1906. [1588]

**FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.**

**THE H.A.L. Steamship**

"SLAVONIA,"  
Captain Porcellis, having arrived from the above Ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Official Cargo will be forwarded unless notice to the contrary is given before 10 a.m. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd August will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 3 p.m.  
No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hankow Office.  
Hongkong, 16th August, 1906. [1593]

**THE KWANG TUNG MERCHANTS' ASSOCIATION**

OF THE

**YUET HAN RAILWAY CO., LTD.**

**TENDER** for 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS—capacity 5 cubic yards. The Coaches are to be the same style as the First and Second-class Coaches of the Sam-Shui Division, with the exception of the interior finish and the seats to run longitudinally—the sides and double centre seats. Bidders will be required to state the net cost and time of delivery free alongside the wharf, Wong Sha. Tenders will be opened in the HEAD-OFFICE, CANTON, on the 23rd day of August, 1906, at 11 a.m.

The Company reserves the right to reject any or all bids.

**CHANG TO CHAI,**  
President.  
Canton, 9th August, 1906. [1598]

## INTIMATIONS

**HONGKONG VOLUNTEER CORPS.**

**A GRAND PROMENADE CONCERT**

WILL BE HELD ON

BEHALF OF THE MISSIONS TO SEAMEN

On the Volunteer Parade Ground, TO-MORROW EVENING (SATURDAY), 18th AUGUST, 1906, at 9.15 P.M.

TICKETS (\$2 and \$1) may be obtained from the Volunteer Headquarters and from Messrs. KELLY & WALSH.

Hongkong, 16th August, 1906. [1573]

**NAVY CONTRACT.**

**TENDERS** are invited for Performing UPHOLSTERY WORK for H.M. Dockyard, Hongkong, for a period of Twelve Months from 1st September, 1906.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Dockyard, Hongkong, and should be returned not later than Noon on THURSDAY, 23rd August, 1906.

A deposit of \$100 (one hundred dollars) will be required when applying for Tender Forms, to be returned if the Tender is declined.

Hongkong, 15th August, 1906. [1574]

**MAGISTRACY.**

**A MEETING** of HIS MAJESTY'S JUSTICES of the PEACE will be held at the MAGISTRACY, at 2.15 P.M. on TUESDAY, the 21st August, 1906, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, viz.—

From one MOOSA ABDULL RAZACK for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, under the sign of "The Bulls View Hotel."

H. H. J. COMPERTZ,  
Police Magistrate.  
Hongkong, 9th August, 1906. [1567]

**THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.**

**TAKE NOTICE** that a COMMISSION has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1893, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officers charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
**W. BOWEN-BROWLANDS,**  
Secretary.  
Hongkong, 7th July, 1906. [1581]

**HONGKONG-MACAO LINE.**

**S.S. "WING CHAI."**  
Captain T. Austin, R.N.,  
This Steamer departs from Hongkong daily at 7.30 a.m. and from Macao at 2.30 p.m. On SUNDAYS the Steamer departs from Hongkong at 8.30 a.m. and from Macao at 6 p.m. (tide permitting).

FARES—(Week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION at the following rates:

SUNDAYS ONLY.

1st Class, Single ... \$1.00  
With Cabin ... \$2.00  
1st Class, Return ... \$2.00  
With Cabin ... \$3.00  
3rd Class, Single ... 40 Cts.  
Return ... 60 "

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

**MING ON & CO.,**  
2nd Floor, 16, Victoria Street.  
Hongkong, 22nd June 1906. [2]

**STORAGE.**  
FOR COAL, TIMBER, &c.

**TO BE LET,** a Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—  
**GEO. FENWICK & CO., LTD.,**  
Hongkong, 8th June, 1906. [153]

**THE DIRECTORY AND CHRONICLE FOR 1906.**

Complete Edition ... \$10.00  
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## PUBLIC COMPANIES

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE** IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders of this Corporation will be held at the City Hall, Hongkong, TO-MORROW (SATURDAY), 18th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st June, 1906.

By Order of the Court of Directors,  
**H. HUNTER,**  
Acting Chief Manager.  
Hongkong, 30th July, 1906. [1496]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE** IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 18th day of August, to the Eighteenth day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
**H. HUNTER,**  
Acting Chief Manager.  
Hongkong, 30th July, 1906. [1497]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY HALF-YEARLY MEETING** of Shareholders of the Company will be held in the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 20th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 25th August, both days inclusive.

By Order of the Board of Directors,  
**THOS. I. ROSE,**  
Secretary.  
Hongkong, 27th July, 1906. [1478]

**GREEN ISLAND CEMENT CO., LTD.**

**NOTICE.**

**IN** Accordance with Article XVI. Section 7 of the Articles of Association of the GENERAL MANAGERS have this Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrants may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 31st July, 1906. [1512]

**THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE DIVIDEND** at the Rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after WEDNESDAY, the 15th August, 1906.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,  
**W. E. CLARKE,**  
Acting Secretary.  
Hongkong, 14th August, 1906. [1579]

**INSURANCES.**

**THE GLOBUS INSURANCE COMPANY, OF HAMBURG.**

**THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.**

**CARLOWITZ & CO.,**  
Hongkong, 18th August, 1906. [1585]

**L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.**

**THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.**

**SIEMSEN & CO.,**  
Hongkong, 1st January, 1904. [29]

**NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.**

**TOTAL FUNDS** at 31st December, 1905, £17,527,119.

**I. AUTHORIZED CAPITAL... £2,000,000**

**SUBSCRIBED CAPITAL... 2,750,000**

**PAY-UP CAPITAL... 687,500 0 0**

**IF FUND... 3,385,720 19 8**

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 11th July, 1906. [1349]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.**

**THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.**

**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [311]

**TYPEWRITERS**

**CLEANED, REPAIRED, OVERHAULED**

**TYPEWRITING WORK UNDER TAKEN.** Charges moderate.

**F. A. V. RIBEIRO**  
(late of the Hongkong Typewriting Bureau)  
34, Queen's Road Central (Second Floor).  
Hongkong, 25th October, 1905. [19]

**AUTOMATIC MAUSER PISTOLS.**

**CALIBRE 7.63 mm.**

**With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.**

**SIEMSEN & CO.,**  
Hongkong, 3rd October, 1905. [45]

## AUCTIONS

**PUBLIC AUCTION.**

**THE Undersigned have received instructions from the CHIEF CLERK, SUPERINTENDENT of POLICE, to sell by Public Auction,**

**TO-MORROW (SATURDAY),** the 18th August, 1906, at 11 a.m., at the Tsim Sha Tsui Police Station, Kowloon, An **8-HORSE POWER MARINE MOTOR ENGINE.**

**TERMS—As usual.**

**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 16th August, 1906. [1587]

**BY ORDER OF THE MORTGAGEE, PUBLIC AUCTION.**

**MESSES HUGHES & HOUGH** have instructions to sell by Public Auction, on MONDAY, the 20th August, 1906, at 12 o'clock, Noon, at their SALES ROOMS in 100 House Street, IN ONE LOT

**THE VALUABLE LEASEHOLD PROPERTY,**

Registered in the Land Office as The Remaining Portion of Section E of Island Lot No. 101 with the premises thereon known as No. 2, GEORGE'S LANE. The total area of the above property is 737 square feet. The proportion of the Crown Rent is \$3.50.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOOK ELL & DEACON, 1, Des Vaux Road, Central, and from the Auctioneers.

Hongkong, 13th August, 1906. [1574]

**BY ORDER OF THE MORTGAGEES, PUBLIC AUCTION.**

**MESSES HUGHES & HOUGH** have received instructions to sell by Public Auction, on TUESDAY, the 28th day of August, 1906, at 3 p.m., at their SALES ROOMS, No. 8, Ice House Street, Victoria, Hongkong,

The following VALUABLE LEASEHOLD PROPERTY which will be put up for Sale in TWO LOTS:

LOT 1. All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as Island Lot No. 1,003, together with the message or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

LOT 2. All that Piece or Parcel of Ground situate at Victoria, in the Colony of Hongkong, and registered in the Land Office as Island Lot No. 1,004, together with the message or tenement thereon, known as No. 3, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Particulars and Conditions of Sale may be obtained of—  
**O. D. THOMSON,**  
Vendor's Solicitor,  
4, Ice House Street,  
and of the Auctioneers.

Hongkong, 26th July, 1906. [1475]

**TO LET.**

**FURNISHED or UNFURNISHED ROOM,** with Bathroom and Verandah attached. For further Particulars, apply to—  
"M. Y. Y."  
Care of "Daily Press" Office.  
Hongkong, 11th July, 1906. [1397]

**SHAMEN—CANTON.**

**TO LET.**

**NO. 2 WEST END TERRACE.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 9th July, 1906. [1377]

**TO LET.**

**"WOODBURY" GARDEN ROAD,** Kowloon.

2nd FLOOR No. 12, Queen's Road Central.

Apply to—  
**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 1st June, 1906. [591]

**TO LET.**

**TWO GODOWNS,** at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 3,100 square feet each.

Apply to—  
**JARDINE, MATHESON & CO.,**  
Hongkong, 20th January, 1906. [256]

**TO LET.**

**NEW EUROPEAN HOUSES** in Humphreys Avenue and Carsarion Villas, Kowloon.

Apply to—  
**HEWAN & CO.,**  
15 & 16 Connaught Road, West.  
Hongkong, 1st August 1906. [1566]

**TO LET.**

**ACCOMMODIOUS SIX-ROOMED HOUSE** with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—  
"G."  
No. 9, Bellisle Terrace.  
Hongkong, 17th May, 1906. [1091]

**TO LET.**

**"NEW KINGSLEIGH,"** with 51a 1st Entrances in both Kennedy and MacDonnell Roads.

Owner will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CHAIR RENTAL.

For full particulars, apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 28th June, 1906. [1324]

**TO LET.**

**IN HOTEL MANSIONS.**

**OFFICE,** 1st Floor, suitable for a Broker, rental \$35 a month.

**SUITE** of Three Rooms on 3rd Floor, with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers.

Apply to—  
**HENRY HUMPHREYS,**  
Alexandra Buildings,  
Hongkong, 20th July, 1906. [1443]

## TO LET

**HONGKONG CLUB.**

**TO LET.**

**TWO ROOMS** on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—

**C. H. GRACE,**  
Secretary.  
Hongkong, 28th May, 1906. [1156]

**TO LET.**

**NO. 10, KENNEDY ROAD,** a European Residential House, with Dining Room, Bedrooms, detached Servants' Quarters. Gas Light throughout. Situated in a lovely and shady locality. Terms moderate. Immediate possession.

Apply to—  
**COMPRADORE,**  
Tai Koo.  
Hongkong, 10th July, 1906. [1390]

**TO LET.**

**SEYMOUR ROAD LOWER, No. 31.**

Apply to—  
**PRAYA EAST, No. 91, Top Floor (Godown).**  
Hongkong, 6th February, 1906. [366]

**TO LET.**







## SHIPPING.

**ARRIVALS.**  
 ARRIVING, Chinese str., 18th, T. Johns, 15th August—Shanghai 12th August, General, Chinese.

ARRIVING, British str., 22th, Leamouth, 16th August—Mojito 10th August, Coal—Order, HALLAS, French str., 377, L. Anderson, 15th August—Yokohama 14th August, General, A. R. Marty, Kowloon, German str., 22th, H. Stehr, 16th August—Mojito 10th August, Coal, Leamouth, British str., 122th, A. Stott, 16th August—Amoy 14th August, Ballast, Leamouth, British str., 124th, J. Jackson, 16th August—Shanghai 12th August, General, Chinese.

ARRIVING, British str., 124th, J. Jackson, 16th August—Shanghai 12th August, General, Chinese.

**CLEARANCES.**  
 At the Harbour Master's Office, Aug. 16th.  
 Asia, Macao, Japanese str., for Kobe, Landrat Schiff, German str., for Yokohama, Sabine Rickmers, German str., for Newchwang, Sierra Monera, British str., for Java, Siamonia, German str., for Shanghai.

**DEPARTURES.**  
 ARRIVING, Chinese str., for Canton, 16th, French str., for Hongkong, 16th, KATIA, British str., for Calcutta, 16th, P. R. LUTTIG, German str., for Europe, 16th, QUINCA, German str., for Surabaya, 16th, SMOKE MARU, Japanese str., for Saito, 16th, YANAGI, British str., for Brisbane, 16th.

**SHIPPING REPORTS.**  
 The British str. *Larrie* reports light variable winds and smooth sea throughout. The British str. *Leamouth* reports light S.W. wind, smooth sea and fine clear weather. The British str. *Fachon* reports light to moderate S.W. breeze and smooth sea, clear weather throughout. The British str. *Larrie* reports light and variable winds and calm, smooth sea and fine weather. On the 15th inst. passed str. *Siamonia*, in lat. 20° N., long. 112° E., from Hongkong for Singapore. The Chinese str. *Shanghai* reports fine clear weather, with moderate to light S.W. and S.W. winds, moderate to light sea throughout the trip. Passed P. & O. str. *Mulla* off Tong "Big Island, bound north.

**VESSLS IN DOCK.**  
 Aug. 16th.  
 ARRIVING DOCKS—Alto, Yangtze, Waiyang, Dragon, Charterhouse, Cosmopolitan Dock—Chonghai.

**VESSLS ON THE BERTH**  
 FOR SINGAPORE, PENANG AND CALUTTA.

**THE Steamship**  
 "GREGORY ATCAK"  
 Captain S. H. Bolton, will be despatched for the above ports TO-DAY, the 17th inst., at 3 P.M.  
 For Freight or Passage, apply to  
 DAVID ASSON & CO., LTD., Agents.  
 Hongkong, 16th August, 1906. [156]

**AMERICAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
 "SILENT"  
 Captain Stable, will leave for the above ports TO-MORROW, the 18th inst., at 3 P.M.  
 For Freight or Passage, apply to  
 SANDER, WIELER & Co., Agents.  
 Hongkong, 16th August, 1906. [157]

**ORIENTAL PACIFIC LINE**  
 FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

**THE Steamship**  
 "TONAWANDA"  
 will be despatched for the above ports on or about 20th August.  
 For Freight and further particulars apply to  
 SHEWAN, TOMES & Co., Agents.  
 Hongkong, 16th August, 1906. [158]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 FOR SHANGHAI, KOBE AND YOKOHAMA.

**THE Company's Steamship**  
 "POLYNESIAN"  
 Captain Broc, will be despatched for the above ports on or about MONDAY, the 20th inst.  
 For Freight or Passage, apply to  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 14th August, 1906. [159]

**DAMP'SCHIFFS-REDEDEREI "UNION" ACTIEN-GESELLSCHAFT.**  
 FOR NEW YORK.  
 (With Liberty to Call at the Malabar Coast).

**THE Steamship**  
 "ALBENGA"  
 Captain Petersen, will be despatched for the above port on or about SATURDAY, the 25th August, 1906.  
 For Freight, apply to  
 CARLOWITZ & Co., Agents.  
 Hongkong, 13th July, 1906. [143]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & NO.	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL.	DELHI	Brit. str. 1 m.	J. D. Andrews, R.N.R.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str. 1 m.	P. & O. S. N. Co.
LONDON, AMSTERDAM & ANTWERP.	DIOMEDE	Brit. str. 1 m.	BUTTERFIELD & SWIRE
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str. 1 m.	BUTTERFIELD & SWIRE
LIVERPOOL DIRECT.	TYDEUS	Brit. str. 1 m.	BUTTERFIELD & SWIRE
MARSEILLES, &c. via PORTS OF CALL.	ERNEST SIMONS	Brit. str. 1 m.	BUTTERFIELD & SWIRE
MARSEILLES, HAVRE & LIVERPOOL.	ALCINOUS	Brit. str. 1 m.	BUTTERFIELD & SWIRE
BREMEN, via PORTS OF CALL.	P. H. FRIEDRICH	Brit. str. 1 m.	BUTTERFIELD & SWIRE
ODessa	KITA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
HAVRE & HAMBURG via STRAITS &c.	SPEZIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
HAVRE & HAMBURG via STRAITS &c.	HELVETIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
HAVRE & HAMBURG via STRAITS &c.	SENEGAMBIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
HAVRE & HAMBURG via STRAITS &c.	SEGOVIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
HAVRE, ROTTERDAM & LIVERPOOL.	KINTUCK	Brit. str. 1 m.	BUTTERFIELD & SWIRE
COPENHAGEN & BALTIC PORTS.	KINA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
TRIESTE, &c. via SINGAPORE, &c.	AUSTRIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
NAPLES, HAVRE, BREMEN & HAMBURG.	SILEZIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
NAPLES, HAVRE, BREMEN & HAMBURG.	SCANDIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
GENOA, MARSEILLES & LIVERPOOL.	PRINCE	Brit. str. 1 m.	BUTTERFIELD & SWIRE
BOSTON & NEW YORK.	FOXLEY	Brit. str. 1 m.	BUTTERFIELD & SWIRE
NEW YORK via PORTS & SUEZ CANAL.	JOHN HARDIE	Brit. str. 1 m.	BUTTERFIELD & SWIRE
NEW YORK via PORTS & SUEZ CANAL.	ALBENGA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
NEW YORK via PORTS & SUEZ CANAL.	ATHOLL	Brit. str. 1 m.	BUTTERFIELD & SWIRE
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
VANCOUVER via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str. 1 m.	BUTTERFIELD & SWIRE
VICTORIA (B.C.) & TACOMA via JAPAN.	THEMIST	Brit. str. 1 m.	BUTTERFIELD & SWIRE
VICTORIA (B.C.) & TACOMA via JAPAN.	BELLEROPHON	Brit. str. 1 m.	BUTTERFIELD & SWIRE
PORTLAND, OREGON via SHANGHAI, &c.	PAENESTIN	Brit. str. 1 m.	BUTTERFIELD & SWIRE
CALIFORNIA, IQUIQUE, VALPARAISO via JAPAN.	KASADO MARU	Brit. str. 1 m.	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS via MANILA.	WILLIAM	Brit. str. 1 m.	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS via MANILA.	TAIYAN	Brit. str. 1 m.	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS via MANILA.	DAVID	Brit. str. 1 m.	BUTTERFIELD & SWIRE
NAGASAKI & VLADIVOSTOK.	SCOTIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
KOBE, YOKOHAMA & SAN FRANCISCO.	TORAWANDA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
KOBE, YOKOHAMA & SAN FRANCISCO.	SIAM	Brit. str. 1 m.	BUTTERFIELD & SWIRE
KOBE, YOKOHAMA & SAN FRANCISCO.	YAMATO	Brit. str. 1 m.	BUTTERFIELD & SWIRE
JAPAN via SHANGHAI.	KWANGSUNG	Brit. str. 1 m.	BUTTERFIELD & SWIRE
CHINKIANG.	LIANGCHOW	Brit. str. 1 m.	BUTTERFIELD & SWIRE
CHEFOO & NEWCHANG.	CHUNGSHING	Brit. str. 1 m.	BUTTERFIELD & SWIRE
TIENSIN.	KWANGSUNG	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI & CHINKIANG.	LYDIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	SLAVONIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	SILEZIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	WONGHANG	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	PAENESTIN	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	SHOHO MARU	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	YOKOHAMA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	OCEANA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	SENEGAMBIA	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	PRINCE HEINRICH	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	NICOBAR	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	MASTON	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	MASTON MARU	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	TRIESTE	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	HAITAN	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	YUENSIANG	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	RUBI	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	TAMING	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	ZAFIRO	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	SUNGKIANG	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	GEORGEY APCAR	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	CHUNNANG	Brit. str. 1 m.	BUTTERFIELD & SWIRE
SHANGHAI, YOKOHAMA & KOBE.	LAISANG	Brit. str. 1 m.	BUTTERFIELD & SWIRE

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA via SHANGHAI, SINGAPORE, &c.	MOJOI	W. R. Hickey	About 19th August. Freight only.
SHANGHAI, KOBE and OCEANA	YOKOHAMA	W. Hayward, R.N.R.	About 23rd August. Freight and Passage.
LONDON &c. via USUAL PORTS	DELHI	J. D. Andrews, R.N.R.	See Special Advertisement.

For further Particulars, apply to  
 E. A. HEWETT, Superintendent.  
 Hongkong, 13th August, 1906. [1]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 18th Aug. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 25th Aug. Noon.

For freight or passage apply to  
 SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 13th August, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
 FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SS. "JOHN HARDIE"	...	...	...	About 25th August.
SS. "SOUTH AMERICA"	...	...	...	About 10th October.

For freight and further information apply to  
 SHEWAN TOMES & CO., GENERAL AGENTS.  
 Hongkong, 9th August, 1906. [19]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI & INLAND SEA OF JAPAN, MOJOI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON
"ARAGONIA"	5198	Ernst	September 5th, 1906.
"NICORELIA"	4370	G. Mowbray	September 16th, 1906.
"NUMANTIA"	4370	F. Mowbray	October 2nd, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 S. SILVERSTONE, AGENT.  
 Hongkong, 4th August, 1906. [113]

## HAMBURG-AMERIKA LINIE.

STEAMERS	DESTINATION	TO SAIL
* SLAVONIA	SHANGHAI, YOKOHAMA & KOBE	17th Aug.
SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE	24th Aug.
SEGOVIA	SHANGHAI, YOKOHAMA & KOBE	5th Sept.
BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE	13th Sept.

HOME LINE-HOMEWARD.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLOUCESTER, TONN, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
SPEZIA	HAVRE and HAMBURG	On 13th Aug.
* SILEZIA	NAPLES, HAVRE, BREMEN & HAMBURG	On 4th Sept.
HELVETIA	HAVRE and HAMBURG	On 6th Sept.
* SCANDIA	NAPLES, HAVRE, BREMEN & HAMBURG	On 19th Sept.
SENEGAMBIA	HAVRE and HAMBURG	On 2nd Oct.
SEGOVIA	HAVRE and HAMBURG	On 11th Oct.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewardess on board.

## COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	NAGASAKI & VLADIVOSTOK	End of Aug.
LYDIA	SHANGHAI & CHINKIANG	Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG	Freight & Passengers.

Taking Cargo at Through Rates to THINGTAN and CHENGLUO.  
 For Freight and Passage, apply to  
 SIEMSEN & CO., HONGKONG OFFICE. [12]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C. AND TACOMA  
 VIA  
 MOJOI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Gardick	On 22nd August.
PLEIADES	3,763	F. G. Farrington	About 13th September.
LYRA	4,417	G. V. Williams	On 29th September.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

\* Cargo only.  
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—  
 DODWELL & CO., LIMITED, GENERAL AGENTS.  
 Queen's Buildings, Hongkong, 4th August, 1906. [7]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEAN AND BLACK SEA PORTS.

## THE Steamship

"ERNEST SIMONS"  
 Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 1 P.M.  
 This Steamer connects at Colombo with the Australian line s.s. *Ville de Colat*, bound for Marseilles via BOMBAY and Aden.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "CALEDONIAN" ... 4th Sept.  
 S.S. "POLYNESIAN" ... 18th Sept.  
 S.S. "SALAZIE" ... 2nd Oct.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 14th August, 1906. [2]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
 PLYMOUTH AND LONDON  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELHI"  
 Captain J. D. Andrews, R.N.R. carrying H.M. Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 25th August, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. *Victoria*, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 7th October.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT, Superintendent.  
 Hongkong, 13th August, 1906. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT), Calling at SINGAPORE, SHANGHAI, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

## THE Company's Steamship

"AUSTRIA"  
 Captain Bialer, will be despatched as above on TUESDAY, the 28th inst., P.M.  
 This Steamer has special accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co., Agents, Princes' Buildings.  
 Hongkong, 8th August, 1906. [13]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN"  
 Captain Powell, will be despatched for the above ports on SATURDAY, 1st September, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 3rd August, 1906. [1522]

## THE AMERICAN &amp; ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast).

## THE Steamship

"FOXLEY"  
 Captain Batchell, will be despatched for the above ports on or about the 4th September.  
 For Freight, apply to  
 ARNHOLD, KARBBERG & Co., Agents.  
 Hongkong, 9th August, 1906. [1554]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
 (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1906

"ATHOLL" ... 3rd Sept. ... To follow.  
 "ERROLL" ... To follow.

For Freight and further information, apply to  
 DODWELL & CO., LTD., Agents.  
 Hongkong, 25th July, 1906. [787]



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"CYCLOPS"	On 23rd August.	
GLASGOW and LIVERPOOL...	"BELLEROPHON"	On 30th August.	
GLASGOW and LIVERPOOL...	"KINTUCK"	On 30th August.	
GLASGOW and LIVERPOOL...	"TEENKA"	On 6th September.	
GLASGOW and LIVERPOOL...	"MACHAON"	On 13th September.	
GLASGOW and LIVERPOOL...	"MOYUNEM"	On 13th September.	
GLASGOW and LIVERPOOL...	"CALCHAS"	On 20th September.	
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th September.	
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 27th September.	

## HOMEWARDS.

FROM	STEAMERS	TO	DATE
LIVERPOOL DIRECT	"TYDEUS"	On 20th August.	
LONDON, AMSTERDAM and	"ACHILLES"	On 28th August.	
ANTWERP			
MARSEILLES, HAVRE and	"ALCINOUS"	On 30th August.	
LIVERPOOL			
LONDON, AMSTERDAM and	"DIOMEDE"	On 11th September.	
ANTWERP			
GENOA, MARSEILLES and	"PELUS"	On 20th September.	
LIVERPOOL			
LONDON, AMSTERDAM and	"CYCLOPS"	On 25th September.	
ANTWERP			
HAVRE, ROTTERDAM and	"KINTUCK"	On 30th September.	
LIVERPOOL			

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA	"BELLEROPHON"	On 1st September.	
NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 29th September.	
HAMA			

## WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"STENTOR"	On 8th September.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (9-10)

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
NINGPO, SHANGHAI & VLADIVOSTOK	"PACIFIC"	On 17th August.	
CHINKIANG	"KWANGSE"	On 17th August.	
CHONGKING NEWCHANG	"LIANGCHOW"	On 21st August.	
SHANGHAI	"YOHOW"	On 21st August.	
MANILA	"TAMING"	On 21st August.	
CEBU and HONOLULU	"SUNGKIANG"	On 22nd August.	
SAM-UI	"TIENTSIN"	On 23rd August.	
TIENTSIN	"KWEICHOW"	On 25th August.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, & TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 27th August.	

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified  
Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (11)



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 19th Aug. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU"	TUESDAY, 21st Aug. at Noon.

These Steamers have excellent accommodation for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.  
Hongkong, 17th August, 1906. T. ARIMA, Manager. (14)

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000	THURSDAY, 30th Aug. ...	17th Sept.
"ATHENIAN" 3,882	WEDNESDAY, 5th Sept. ...	22nd Sept.
"EMPERESS OF JAPAN" 3,000	THURSDAY, 7th Sept. ...	18th Sept.
"MONTEAGLE" 4,103	WEDNESDAY, 3rd Oct. ...	27th Oct.
"EMPERESS OF CHINA" 6,000	THURSDAY, 25th Oct. ...	13th Nov.
"TARTAR" 4,425	WEDNESDAY, 31st Oct. ...	24th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.  
Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 262.  
Intermediate on Steamers ... 240, ... 242.  
and 1st Class Railways ...

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
SAILING DATES.

STEAMERS	WEDNESDAY	29th August
PRINZ EITEL FRIEDRICH	...	...
SACHSEN	...	...
PRINZ HEINRICH	...	...
GNEISENAU	...	...
PRINZ LUDWIG	...	...
PRINZESS ALICE	...	...
PREUSSEN	...	...
BOON	...	...
PRINZ RECENT LUTPOLO	...	...
PRINZ EITEL FRIEDRICH	...	...
ZIETEN	...	...
PRINZ HEINRICH	...	...

ON WEDNESDAY, the 29th day of AUGUST, 1906, at Noon, the Steamship "PRINZ  
EITEL FRIEDRICH" Captain Malchow, with MALES, PASSENGERS, SPECIE  
and CARGO, will leave this Port at Noon, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th Aug. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 28th Aug. and Parcel  
will be received at the Agency's Office until Noon, on TUESDAY, the 28th Aug.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	461 0 0	242 0 0	222 0 0
return	91 0 0	83 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	38 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0
via NAPLES, GENOA OR GIBRALTAR	115 0 0	73 0 0	47 0 0
return	68 0 0	46 0 0	27 0 0
VIA BREMEN OR SOUTHAMPTON	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	WEDNESDAY	21st Aug.
WILLEHARD	...	...
PRINZ WALDEMAR	...	...
PRINZ SIGISMUND	...	...

ON TUESDAY, the 21st AUGUST, at Noon, the Steamship "WILLEHARD,"  
Captain Oberauer, with Males, Passengers and Cargo, will leave this Port at Noon.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
return	\$25.00	\$15.00	\$10.00
TO NEW GUINEA	\$28.00	\$18.00	\$12.00
return	\$14.00	\$9.00	\$6.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
return	\$15.00	\$10.00	\$7.00
TO SYDNEY	\$33.00	\$23.00	\$15.00
return	\$16.50	\$11.50	\$7.50
TO MELBOURNE	\$34.00	\$24.00	\$16.00
return	\$17.00	\$12.00	\$8.00
TO YOKOHAMA	\$30.00	\$20.00	\$14.00
return	\$15.00	\$10.00	\$7.00
TO KOBE	\$35.00	\$25.00	\$17.00
return	\$17.50	\$12.50	\$8.50
TO YOKOHAMA and back from KOBE	\$34.00	\$24.00	\$16.00
return	\$17.00	\$12.00	\$8.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297. 0. 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA ... 96. 0. 0.  
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & C.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN & AUSTRALIAN SERVICE.

SHANGHAI, NAGASAKI, & "PRINZ HEINRICH"	Wednesday, 29th Aug.
KOBE & YOKOHAMA & "PRINZ WALDEMAR"	Wednesday, 29th Aug.
SHANGHAI, NAGASAKI, & "GNEISENAU"	Wednesday, 29th Sept.

Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—  
To London via Plymouth or Southampton ... 1st Class ... 292. 0. 0.  
To Bremen ... 83. 16. 0.  
To Paris via Cherbourg ... 65. 0. 0.  
To Naples, Genoa, via Gibraltar ... 65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 29th July, 1906. (5)

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	YUENSAI	Friday, 17th Aug. 4 P.M.
MANILA VIA SWATOW	"KWONGSANG"	Sunday, 19th Aug. daylight.
TIENTSIN	"CHIPSING"	Monday, 20th Aug. 4 P.M.
SINGAPORE, SAMARANG and	"CHUNSANG"	Tuesday, 21st Aug. 3 P.M.
SOERABAYA	"LAISANG"	Wednesday, 22nd Aug. 3 P.M.
SINGAPORE, PENANG & CALCUTTA		

These Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze  
Ports.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS. (18)

# EAST ASIATIC CO., LTD., RUSSIAN EAST ASIATIC CO., LTD.,

COPENHAGEN.

ST. PETERSBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SHANGHAI, YOKOHAMA, KOBE	"NICOBAR"	On or about 14th Sept.
and VLADIVOSTOK	"SIAM"	On or about 14th Oct.
TONGKUU, YOKOHAMA and KOBE	"KITAI"	On or about 15th Sept.
ODESSA		

FOR COPENHAGEN AND BALTIC PORTS.  
S.S. "KINA" ... on or about the 17th Aug. from Hongkong.  
S.S. "SIBIRIEN" ... on or about the 15th Sept. from Hongkong.  
S.S. "TRANQUEBAR" ... on or about the 1st Oct. from Hongkong.

For Further Particulars, apply to  
**MELCHERS & CO.,**  
AGENTS.

Hongkong, 8th August, 1906. (1357)

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August
TJIPANAS	JAVA	First half of September	JAPAN via SHANGHAI	First half of September
TJILATJAP	JAPAN	First half of September	JAVA PORTS	Second half of September
TJILIWONG	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 16th August, 1906.

## VESSLS ON THE BERTH

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
and South American Ports.  
Proposed Sailings from Hongkong to  
CALLAO, IQUIQUE, VALPARAISO,  
VIA JAPAN PORTS.

Steamers	Tons	Expected
"KASADO MARU"	6,000	17th Aug. Noon.
"GLENFARG"	4,000	25th Aug. Noon.

(Date of sailing subject to alteration.)  
Taking freight also to other Western Coast  
Ports of South America, transshipping to the  
Connecting Lines.

The above Steamers have splendid Accom-  
modation and are fitted throughout with  
Electric Light. A duly qualified Surgeon is  
carried on each boat.  
For further information as to Freight and  
Passage, apply to  
**K. MATSUDA,**  
Manager.  
York Building.  
Hongkong, 20th July, 1906. (1447)

## ON SALE.

## RATES OF EXCHANGE

AT HONGKONG.

## DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver.

## FROM 1893 TO 1905;

## RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900),  
and other Useful Information.

Price: 1/1 CASH.

On Sale at the "DAILY PRESS" Office, or  
Local Booksellers.

Hongkong, 16th April, 1906.

## SHIPPING IN PORT.

## STEAMERS.

A. B. BROCH, Norwegian str., 541, Andersen,  
14th July—Shanghai 8th July, Earthen-  
ware—Order.

BOHNO, German str., 1,200, F. Semhill, 13th  
August—Santakan 6th Aug. Timber.

Melchers & Co.

BRAND, Norwegian str., 1,520, M. Evensen, 9th  
July—Sourabaya 25th June, Sugar.

Sander, Wisler & Co.

CHARTEHUSCH, British str., 1,260, H. Clifton,  
14th Aug.—Singapore 8th Aug. General.

China.

CHINA, American str., 3,186, D. E. Friele, 15th  
August—San Francisco 10th July and  
Manila 15th August, Mails and General.

P. M. S. S. Co.

CHIPSING, British str., 1,190, G. S. Weigall,  
14th Aug.—Chefoo 8th August, General.

Jardine, Matheson & Co.

CHOWPA, German str., 1,055, J. Spiess, 15th  
Aug.—Kobe 8th Aug. and Hoihow  
14th Aug.—Butterfield & Swire.

CHOWPA, German str., 1,117, W. Moller, 15th  
Aug.—Bangkok 6th Aug. Rice and  
Wood—Butterfield & Swire.

CHUNHANG, British str., 1,417, R. Cox, 12th  
August—Samarang 3rd August, Sugar.

Jardine, Matheson & Co.

CORTIC, British str., 2,714, W. Finch, 20th  
July—San Francisco 27th June, Mails and  
General.—O. & O. S. N. Co.

DAORUN, Norwegian str., 620, Alf. Lund, 11th  
August—Bangkok



